operational feasibility. As per the current schedule filed with the Directorate General of Civil Aviation, Indian Airlines is operating two daily flights each on Delhi-Kolkata-Delhi and Kolkata-Delhi-Kolkata sectors between 07.00 hrs. and 17.00 hrs. Besides, scheduled operators, like Jet Airways, Sahara Airlines, Air Decan, Kingfisher Airlines and Spice Jet are also operating on these sectors during the above time period. Indian Airlines has plans to increase frequency on Delhi-Kolkata route subject to availability of resources.

Review of promotional schemes of Indian

1511. SHRI V. HANUMANTHA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian has a scheme of non-refundable tickets;

(b) if so, whether the Scheme is against the usual commercial ethics and facilities;

(c) what steps will be taken by Indian to introduce feasible and practical commercial schemes; and

(d) what steps is Indian taking to improve overall functioning?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. Under special schemes such as 'Unchecked Fares' where very low fares are offered, there is a restrictive condition of non-refundable tickets.

(b) No, Sir. Indian Airlines being a commercial organisation has to act on business principles and, as such, has to ensure that promotional fares/schemes offered by it do not become counter productive.

(c) Indian Airlines constantly endeavours to upgrade and add value to the product offered to the passengers. In order to remain competitive, Indian Airlines introduces market driven schemes for the convenience of travelling passengers.

(d) Measures like comprehensive budgetary control system, cost control and economy measures, fleet augmentation/renewal, marketing initiatives, in-flight initiatives, service upgrades on ground, improvements

in cabin ambience etc. have been taken to improve its overall functioning. Such measures are an on-going process to remain competitive and to cater to the needs of the growing air traffic.

Closure of transit rooms

1512. SHRI V. HANUMANTHA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Airports Authority of India used to maintain transit rooms for ordinary passengers at Delhi and Mumbai airports since a long time;

(b) whether this facility has now been withdrawn to the ordinary public;

(c) how many transit rooms were there at both the airports respectively;

(d) why did the AAI remove these transit rooms now; and

(e) what alternative use has been given to these rooms which used to help middle class passengers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION J (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) The facility at Mumbai Airport has been temporarily withdrawn due to development/construction activities at site.

(c) At Delhi Airport there are 9 rooms and at Mumbai Airport there were 14 rooms.

(d) and (e) This facility has been withdrawn on temporary basis as a part of modernization and the present security threat prevailing in the country.

Air India's share in cargo business

1513. SHRI RAJKUMAR DHOOT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Air India have been trying to increase its share in cargo business by converting its passenger aircraft into freighters;

(b) if so, the details thereof;